



Hongkong Daily Press.

ESTABLISHED 1857.

Registered as a Newspaper at the General Post Office in the United Kingdom.

TO INSURE YOUR EYES
AGAINST
THE GLARE
YOU SHOULD WEAR
SUNGLASSES.
N. LAZARUS
OPHTHALMIC OPTICIAN,
25, Queen's Road Central, HONGKONG.

No. 19,443. 號三十四百四千九萬一第 日二十月八年申庚 HONGKONG, THURSDAY, SEPTEMBER 23rd, 1920. 四拜禮 號三廿月九年九國民華中 PRICE, \$3 PER MONTH.

INTIMATIONS JUST LANDED

SULLIVAN, POWELL &
CO., LTD.

EGYPTIAN
CIGARETTES

SUB ROSA No. 2

SOLE AGENTS:

CALDBECK,
MACGREGOR &
CO., LTD.

15, QUEEN'S ROAD CENTRAL.

Tel. No. 75.

CARTRIDGES!

NEWLY ARRIVED.

A large consignment of ELIOT'S
SPORTING CARTRIDGES, 12, 16,
and 20 bore, loaded with the Sportsman's
favourite powder—M. C. and SMOKELESS
DIAMOND.

THE HONGKONG SPORTING ARMS
AND AMMUNITION STORE,
Nos. 4-6, Beaconsfield Arcade.

A LING & CO.

14, QUEEN'S ROAD CENTRAL,
Hongkong.

FURNITURE AND PHOTO GOODS STORE.

GLASS ENGRAVING, SIGN-BOARD AND
MIRROR MAKING.
CANTON MARRIAGE IN VARIOUS READERS.
Photographic Goods of Every Description
on Stock.
Developing, Printing and Enlarging
UNDER TAKEN.
TELEPHONE 1212.

FRENCH LESSONS

G. MOUSSON,

15, MORRISON HILL ROAD.

PEAK TRAMWAY CO., LIMITED.

TIME TABLE.

Week Days	
7.00 a.m. to 8.00 a.m. every 15 minutes	
8.00 " " 8.30 " " 10 "	
9.30 " " 11.00 " " 15 "	
11.30 " " 12.30 p.m. " 15 "	
12.30 p.m. " 2.30 " " 10 "	
2.30 " " 3.00 " " 15 "	
3.00 " " 3.10 " " 10 "	

NIGHT CARS

8.00 p.m. to 9.00 p.m. every 30 minutes	
9.30 p.m. to 11.30 p.m. every 30 minutes	
11.45 p.m.	

SUNDAYS

7.30 a.m.	
8.00 a.m. to 10.30 a.m. every 15 minutes	
10.30 " " 11.00 " " 10 "	
11.30 " " 12.00 noon " 15 "	
12.00 noon " 1.30 p.m. " 15 "	
1.30 p.m. " 3.00 " " 10 "	
3.30 " " 6.00 " " 10 "	
6.30 " " 8.10 " " 10 "	

As on Week Days.

SPECIAL CARS by arrangement at
the Company's Office, Alexandra Buildings,
Des Vaux Road.
Season and punch tickets available for
all cars, not already full, running at the
time stated in the Company's time-tables,
but not for special cars can be obtained on
application at the Company's Office. No
Season ticket will be issued until payment
thereof has been made in Bank Notes or
by Cheque or Compostable Order representing
Bank Notes.

KOWLOON-CANTON RAILWAY.

TIME TABLE.

On and after THURSDAY, APRIL 22nd, 1920, until further Notice.
(All previous Time Tables cancelled.)

DOWN TRAINS

Stations	No. 14 Local	No. 2 Through Express	No. 3 Local	No. 4 Through Express	No. 5 Local	No. 12 Through Express	No. 17 Local	No. 8 Local	No. 11 Local
	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.
CANTON (at the foot of)	7.30	8.00	8.30	9.00	9.30	10.00	5.30	6.00	6.15
SEK LOO	7.45	8.15	8.45	9.15	9.45	10.15	5.45	6.15	6.30
From Chai	7.55	8.25	8.55	9.25	9.55	10.25	5.55	6.25	6.40
Shenzhen	8.10	8.40	9.10	9.40	10.10	10.40	6.10	6.40	6.55
Wai	8.25	8.55	9.25	9.55	10.25	10.55	6.25	6.55	7.10
Yip	8.40	9.10	9.40	10.10	10.40	11.10	6.40	7.10	7.25
Shan	8.55	9.25	9.55	10.25	10.55	11.25	6.55	7.25	7.40
Yuen	9.10	9.40	10.10	10.40	11.10	11.40	7.10	7.40	7.55
Yuen	9.25	9.55	10.25	10.55	11.25	11.55	7.25	7.55	8.10
Yuen	9.40	10.10	10.40	11.10	11.40	12.10	7.40	8.10	8.25
Yuen	9.55	10.25	10.55	11.25	11.55	12.25	7.55	8.25	8.40
Yuen	10.10	10.40	11.10	11.40	12.10	12.40	8.10	8.40	8.55
Yuen	10.25	10.55	11.25	11.55	12.25	12.55	8.25	8.55	9.10
Yuen	10.40	11.10	11.40	12.10	12.40	13.10	8.40	9.10	9.25
Yuen	10.55	11.25	11.55	12.25	12.55	13.25	8.55	9.25	9.40
Yuen	11.10	11.40	12.10	12.40	13.10	13.40	9.10	9.40	9.55
Yuen	11.25	11.55	12.25	12.55	13.25	13.55	9.25	9.55	10.10
Yuen	11.40	12.10	12.40	13.10	13.40	14.10	9.40	10.10	10.25
Yuen	11.55	12.25	12.55	13.25	13.55	14.25	9.55	10.25	10.40
Yuen	12.10	12.40	13.10	13.40	14.10	14.40	10.10	10.40	10.55
Yuen	12.25	12.55	13.25	13.55	14.25	14.55	10.25	10.55	11.10
Yuen	12.40	13.10	13.40	14.10	14.40	15.10	10.40	11.10	11.25
Yuen	12.55	13.25	13.55	14.25	14.55	15.25	10.55	11.25	11.40
Yuen	13.10	13.40	14.10	14.40	15.10	15.40	11.10	11.40	11.55
Yuen	13.25	13.55	14.25	14.55	15.25	15.55	11.25	11.55	12.10
Yuen	13.40	14.10	14.40	15.10	15.40	16.10	11.40	12.10	12.25
Yuen	13.55	14.25	14.55	15.25	15.55	16.25	11.55	12.25	12.40
Yuen	14.10	14.40	15.10	15.40	16.10	16.40	12.10	12.40	12.55
Yuen	14.25	14.55	15.25	15.55	16.25	16.55	12.25	12.55	13.10
Yuen	14.40	15.10	15.40	16.10	16.40	17.10	12.40	13.10	13.25
Yuen	14.55	15.25	15.55	16.25	16.55	17.25	12.55	13.25	13.40
Yuen	15.10	15.40	16.10	16.40	17.10	17.40	13.10	13.40	13.55
Yuen	15.25	15.55	16.25	16.55	17.25	17.55	13.25	13.55	14.10
Yuen	15.40	16.10	16.40	17.10	17.40	18.10	13.40	14.10	14.25
Yuen	15.55	16.25	16.55	17.25	17.55	18.25	13.55	14.25	14.40
Yuen	16.10	16.40	17.10	17.40	18.10	18.40	14.10	14.40	14.55
Yuen	16.25	16.55	17.25	17.55	18.25	18.55	14.25	14.55	15.10
Yuen	16.40	17.10	17.40	18.10	18.40	19.10	14.40	15.10	15.25
Yuen	16.55	17.25	17.55	18.25	18.55	19.25	14.55	15.25	15.40
Yuen	17.10	17.40	18.10	18.40	19.10	19.40	15.10	15.40	15.55
Yuen	17.25	17.55	18.25	18.55	19.25	19.55	15.25	15.55	16.10
Yuen	17.40	18.10	18.40	19.10	19.40	20.10	15.40	16.10	16.25
Yuen	17.55	18.25	18.55	19.25	19.55	20.25	15.55	16.25	16.40
Yuen	18.10	18.40	19.10	19.40	20.10	20.40	16.10	16.40	16.55
Yuen	18.25	18.55	19.25	19.55	20.25	20.55	16.25	16.55	17.10
Yuen	18.40	19.10	19.40	20.10	20.40	21.10	16.40	17.10	17.25
Yuen	18.55	19.25	19.55	20.25	20.55	21.25	16.55	17.25	17.40
Yuen	19.10	19.40	20.10	20.40	21.10	21.40	17.10	17.40	17.55
Yuen	19.25	19.55	20.25	20.55	21.25	21.55	17.25	17.55	18.10
Yuen	19.40	20.10	20.40	21.10	21.40	22.10	17.40	18.10	18.25
Yuen	19.55	20.25	20.55	21.25	21.55	22.25	17.55	18.25	18.40
Yuen	20.10	20.40	21.10	21.40	22.10	22.40	18.10	18.40	18.55
Yuen	20.25	20.55	21.25	21.55	22.25	22.55	18.25	18.55	19.10
Yuen	20.40	21.10	21.40	22.10	22.40	23.10	18.40	19.10	19.25
Yuen	20.55	21.25	21.55	22.25	22.55	23.25	18.55	19.25	19.40
Yuen	21.10	21.40	22.10	22.40	23.10	23.40	19.10	19.40	19.55
Yuen	21.25	21.55	22.25	22.55	23.25	23.55	19.25	19.55	20.10
Yuen	21.40	22.10	22.40	23.10	23.40	24.10	19.40	20.10	20.25
Yuen	21.55	22.25	22.55	23.25	23.55	24.25	19.55	20.25	20.40
Yuen	22.10	22.40	23.10	23.40	24.10	24.40	20.10	20.40	20.55
Yuen	22.25	22.55	23.25	23.55	24.25	24.55	20.25	20.55	21.10
Yuen	22.40	23.10	23.40	24.10	24.40	25.10	20.40	21.10	21.25
Yuen	22.55	23.25	23.55	24.25	24.55	25.25	20.55	21.25	21.40
Yuen	23.10	23.40	24.10	24.40	25.10	25.40	21.10	21.40	21.55
Yuen	23.25	23.55	24.25	24.55	25.25	25.55	21.25	21.55	22.10
Yuen	23.40	24.10	24.40	25.10	25.40	26.10	21.40	22.10	22.25
Yuen	23.55	24.25	24.55	25.25	25.55	26.25	21.55	22.25	22.40
Yuen	24.10	24.40	25.10	25.40	26.10	26.40	22.10	22.40	22.55
Yuen	24.25	24.55	25.25	25.55	26.25	26.55	22.25	22.55	23.10
Yuen	24.40	25.10	25.40	26.10	26.40	27.10	22.40	23.10	23.25
Yuen	24.55	25.25	25.55	26.25	26.55	27.25	22.55	23.25	23.40
Yuen	25.10	25.40	26.10	26.40	27.10	27.40	23.10	23.40	23.55
Yuen	25.25	25.55	26.25	26.55	27.25	27.55	23.25	23.55	24.10
Yuen	25.40	26.10	26.40	27.10	27.40	28.10	23.40	24.10	24.25
Yuen	25.55	26.25	26.55	27.25	27.55	28.25	23.55	24.25	24.40
Yuen	26.10	26.40	27.10	27.40	28.10	28.40	24.10	24.40	24.55
Yuen	26.25	26.55	27.25	27.55	28.25	28.55	24.25	24.55	25.10
Yuen	26.40	27.10	27.40	28.10	28.40	29.10	24.40	25.10	25.25
Yuen	26.55	27.25	27.55	28.25	28.55	29.25	24.55	25.25	25.40
Yuen	27.10	27.40	28.10	28.40	29.10	29.40	25.10	25.40	25.55
Yuen	27.25	27.55	28.25	28.55	29.25	29.55	25.25	25.55	26.10
Yuen	27.40	28.10	28.40	29.10	29.40	30.10	25.40	26.10	26.25
Yuen	27.55	28.25	28.55	29.25	29.55	30.25	25.55	26.25	26.40
Yuen	28.10	28.40	29.10	29.40	30.10	30.40	26.10	26.40	26.55
Yuen	28.25	28.55	29.25	29.55	30.25	30.55	26.25	26.55	27.10
Yuen	28.40	29.10	29.40	30.10	30.40	31.10	26.40	27.10	27.25
Yuen	28.55	29.25	29.55	30.25	30.55	31.25	26.55	27.25	27.40
Yuen	29.10	29.40	30.10	30.40	31.10	31.40	27.10	27.40	27.55
Yuen	29.25	29.55	30.25	30.55	31.25	31.55	27.25	27.55	28.10
Yuen	29.40	30.10	30.40	31.10	31.40	32.10	27.40	28.10	28.25
Yuen	29.55	30.25	30.55	31.25	31.55	32.25	27.55	28.25	28.40
Yuen	30.10	30.40	31.10	31.40	32.10	32.40	28.10	28.40	28.55
Yuen	30.25	30.55	31.25	31.55	32.25	32.55	28.25	28.55	29.10
Yuen	30.40	31.10	31.40	32.10	32.40	33.10	28.40	29.10	29.25
Yuen	30.55	31.25	31.55	32.25	32.55	33.25	28.55	29.25	29.40
Yuen	31.10	31.40	32.10	32.40	33.10	33.40	29.10	29.40	29.55
Yuen	31.25	31.55	32.25	32.55	33.25	33.55	29.25	29.55	30.10
Yuen	31.40	32.10	32.40	33.10	33.40	34.10	29.40	30.10	30.25
Yuen	31.55	32.25	32.55	33.25	33.55	34.25	29.55	30.25	30.40
Yuen	32.10	32.40	33.10	33.40	34.10	34.40	30.10	30.40	30.55
Yuen	32.25	32.55	33.25	33.55	34.25	34.55	30.25	30.55	31.10
Yuen	32.40	33.10	33.40	34.10	34.40	35.10	30.40	31.10	31.25
Yuen	32.55	33.25	33.55	34.25	34.55	35.25	30.55	31.25	31.40
Yuen	33.10	33.40	34.10	34.40	35.10	35.40	31.10	31.40	31.55
Yuen	33.25	33.55	34.25	34.55	35.25	35.55	31.25	31.55	32.10
Yuen	33.40	34.10	34.40	35.10	35.40	36.10	31.40	32.10	32.25
Yuen	33.55	34.25	34.55	35.25	35.55	36.25	31.55	32.25	32.40
Yuen	34.10	34.40	35.10	35.40	36.10	36.40	32.10	32.40	32.55
Yuen	34.25	34.55	35.25	35.55	36.25	36.55	32.25	32.55	33.10
Yuen	34.40	35.10	35.40	36.10	36.40	37.10	32.40	33.10	33.25
Yuen	34.55	35.25	35.55	36.25	36.55	37.25	32.55	33.25	33.40
Yuen	35.10	35.40	36.10	36.40	37.10	37.40	33.10	33.40	33.55
Yuen	35.25	35.55	36.25	36.55	37.25	37.55	33.25	33.55	34.10
Yuen	35.40	36.10	36.40	37.10	37.40	38.10	33.40	34.10	34.25
Yuen	35.55	36.25	36.55	37.25	37.55	38.25	33.55	34.25	34.40
Yuen	36.10	36.40	37.10	37.40	38.10	38.40	34.10	34.40	34.55
Yuen	36.25	36.55	37.25	37.55	38.25	38.55	34.25	34.55	35.10
Yuen	36.40	37.10	37.40	38.10	38.40	39.10	34.40	35.10	35.25
Yuen	36.55	37.25	37.55	38.25	38.55	39.25	34.55	35.25	35.40
Yuen	37.10	37.40	38.10	38.40	39.10	39.40	35.10	35.40	35.55
Yuen	37.25	37.55	38.25	38.55	39.25	39.55	35.25	35.55	36.10
Yuen	37.40	38.10	38.40	39.10	39.4				

THORNYCROFT

JOHN L. THORNYCROFT & CO., LIMITED.
SHIPBUILDERS AND ENGINEERS.
LONDON, SOUTHAMPTON AND BIRMINGHAM.

Shanghai Office: 65, Szechuen Road.

15 B.H.P. 30 B.H.P. 50 B.H.P. Engines
in Stock

For quotation apply—

R. R. ROXBURGH,
Manager for China
HONGKONG HOTEL.



Summit and Arrow SHIRTS

FOR DINNER & THEATRE WEAR.
Our stock includes the newest
styles in Plain, Pleated and Trunk
fronts of linen or Pique. Correct
cut and perfect fitting.

DRESS COLLARS, TIES, SOCKS,
SCARVES, PUMPS.

MACKINTOSH
& CO., LTD.
Men's Wear Specialists,
16, Des Voeux Road. Tel. 29.

THE LEADING BRANDS

MANILA CIGARS

EL PALACIO

&

IMPERIO DEL MUNDO.

SOLE AGENTS:

THE HONGKONG CIGAR STORE
CO., LTD.

Telephone No. 151.

HOTEL MANSIONS.

Hotels in Japan & Manchuria

MEMBERS OF JAPAN HOTEL ASSOCIATION.

Rates for Average Single Rooms without Bath (meals included)
Y12-15 in cities, etc.
Y8-10 in country districts.

IN JAPAN PROPER

Osaka (Nishu) — Lakewood Hotel	Kyoto — Kyoto Hotel	Nara — Nara Hotel	Shimonaka — Daitokuwa Hotel
Kamakura — Kamakura Hotel	Miyako Hotel	Nikko — Nikko Hotel	Tokyo — Imperial Hotel
Kashin Hotel	Matsuyama — Park Hotel	Kanaya Hotel	Tokyo Station Hotel
Karuzawa — Mikasa Hotel	Miyajima — Miyajima Hotel	Nikko Hotel	Tokyo Station Hotel
Kobe — Oriental Hotel	Miyazaki — Miyazaki Hotel	Osaka — Osaka Hotel	Yokohama — Grand Hotel
Yor Hotel	Fujiya Hotel	Shimonoseki — San-ryo Hotel	

IN TAIWAN (FORMOSA)

Taipei — Taiwan Railway Hotel

IN CHOSON

Keijo (Seoul) — Chosen Hotel	Changchun — Yamato Hotel	Hotel (Mukden) — Yamato Hotel
Fusan — Fusan Station Hotel	Dairen — Yamato Hotel	Byjuin (Far Arthur) — Yamato Hotel
Shingaiu — Shingaiu Station Hotel	Hoehiguan — Yamato Hotel	

"Japan," a handy guide book, distributed free!

Offices of JAPAN TOURIST BUREAU,
Tokyo, Yokohama, Kobe, Nagasaki, etc.

Office of THOS. COOK & SON,
SECRETARY OF THE ASSOCIATION,

c/o Traffic Bureau, Department of Railways, Tokyo.

ARE WOMEN THE WORST CHEATS?

A DEFENCE AND COUNTER-ATTACK.

(By HILLY NORMANTON, M.A.)

The writer, a leading feminist and one of the first women law students, replies to the allegation of Sir John Knill and the Metropolitan Railway Company that women are the worst railway cheats with a counter-charge.

It is true, as Sir John Knill, dealing with fraudulent railway travellers, suggests, that women are the worst cheats. Much depends on the tests employed. If men were cleverer cheats at fraudulent railway travelling, of course, fewer of them would be detected, and to the white flower of blamelessness might be sent to the wrong address.

But if Sir John Knill's strictures are just in a narrower sense, are they right in a wider one? Do not men as a sex shamelessly and continuously cheat women of their just material due?

Who needs this stuff? Suppose that instead of railway travelling women chose to make the crime of food and milk adulteration the test of honesty, how would men fare? What would any magistrate say as to the proportion of offenders of women traders to men? Can the sex that consistently sends the sugar and water the milk say very much? And all this cheating cuts at the very physical existence of the working classes and their defenceless children.

What, too, of the law of primogeniture, whereby the daughters for ever yield place in the wealthy families to the eldest son, even though he be their junior? Suppose that Henry VIII. had entered into a few more matrimonial adventures and reared a few more "young tigers" like his Edward VI. then good Queen Bess would have been for ever robbed of her chance.

What of daughters in humble families who are given less training and apprenticeship than their brothers, and forever must earn less money?

UNDERPAID WOMEN. But of course the greatest robbery of all is that system of payment which in certain callings underpays a woman just because she is a woman.

Why women teachers, civil servants, and so on do not constantly tender some four-fifths of the price of everything, from railway tickets onwards, is simply inconceivable. They are paid only four-fifths, roughly, of the price of their work.

No one form of pilfering exceeds another, and to one may fairly point the advice to women who are thinking of making a penny on the tram fare or cheating the innocent and resourceless Metropolitan Railway Company, not to do it.

That is not the road to high success. Have large conceptions of life and proper expenditure. Train hard and work hard to earn a salary big enough to meet all your liabilities handsomely and have something over for a rainy day or to help a needy dog over a stile. *Daily Express.*

JEWIS IN GERMANY.

WATERING-PLACE SCENES.

Yet another German seaside resort, Swinemünde, has been the scene of anti-Semitic demonstrations, in which soldiers participated. Reactionary visitors and troops gathered, every evening on the beach, sang patriotic songs, and shouted, "Out with the Jews," afterwards proceeding to annoy the Jewish guests at the various hotels, and to make anti-Jewish speeches. This persecution was carried to such a pitch that several hundred visitors left, with the result that the waiters and others who cater for the holiday-makers, seeing their livelihood threatened, appealed to the trade-unions, who called a protest meeting, where it was complained that the police were powerless in face of the menacing attitude of the soldiers, and others, and the Government was requested to protect the visitors and inhabitants from the effects of this persecution. The authorities have now taken measures which it is hoped, will prevent a repetition of the scenes, and the troops have been ordered to remain in barracks during the evening.

DEATH OF FAMOUS AURIST

Professor Adam Politzer, of the Medical Faculty of the University of Vienna, has died in Vienna.

The death of Professor Politzer removes one of the great medical figures of a great age of progress in the treatment of disease. Politzer was a doctor of wide general culture, and made a profound impression on his own period. But today he is chiefly remembered because of his work on the ear. So famous did this become that a verb was coined out of his name, and doctors, all over the world speak today of "politzerizing" cases of middle ear disease.

The idea underlying his method was to inflate a tube-the eustachian tube-leading from the middle ear to the back of the throat, when this should have become occluded by inflammatory process. The inflation was carried out by an indiarubber bag or syringe, which, as a given movement, while the patient swallowed, was squeezed, thus forcing a strong current of air into the open ends of the eustachian tubes. The bag is known as the "Politzer bag" and the method as the "Politzer method."

Dr. Politzer, who was director of the clinic for ear diseases in Vienna University, was born in 1853. He held degrees of Vienna, Paris, London, and became professor in the Vienna University in 1912.

A woman charged at Highgate with drunkenness, said she had been to a little jollification, to celebrate the return of a soldier from Ireland. She added, "It is an occasion for rejoicing when one returns from there alive."

A KEDAH TIN-MINING SENSATION.

SHARES RECENTLY WORTH £2,000 NOW VALUELESS.

OFFICIAL REPORT

PROPERTY VALUELESS.

Australian papers report—

A sensational reply to a request by the directors of the Badak Company, No. Liability for an explanation of a mutilated cable message, and other cryptic cable messages sent by Mr. H. Scarborough, the company's representative in the East, was received by the board on August 5th. The Badak Company has a tin property in the State of Kedah, Malay Peninsula, and has been very conspicuous in the share market during recent months. Mr. Scarborough's message was as follows:—"In reply to your telegram of 29th, 80 shares bottomed valueless, full length valley. Convinced property valueless. Now boring high ground going north. Cancel engagements your end. Do you require check books?"

In one of the messages recently received from Mr. Scarborough he stated that certain bore results were valueless, and he advised the directors not to appoint a manager. A reference was also made to Trengganu, another part of the Peninsula, where the Badak Company has a concession, and there was some uncertainty whether the reference to the valueless bores related to Trengganu or to the Badak property. The directors were at a loss to understand the messages, and they cabled to Mr. Scarborough for further information. The reply received from Mr. Scarborough leaves no doubt as to his opinion of the property.

The Badak Company has provided sensation after sensation in the share market. On boring results obtained by Mr. T. W. Orton, the prospector who discovered the property for the Badak syndicate, and by Mr. W. Wilson, who checked Mr. Orton's bores, the value of the syndicate shares in the early months of this year made a phenomenal advance. Shares which were placed on the market at £10 were bought up to £2,000. Since then the values have been continually on the down grade.

A Melbourne message of August 23rd says: The Prime Minister (Mr. Hughes) stated to-night that Mr. Orton, the original discoverer of the Badak mine, would be unable to leave Australia, and that it was better that the State should decide whether an inquiry should be made into the Badak transactions.

It was decided to-day at a meeting of the committee of the Stock Exchange of Melbourne, to send the following letter to the State Ministry:—"The Stock Exchange committee have already held an inquiry in regard to the Badak Tin Mining proposition, but owing to their limited powers over persons outside their control it is impossible to obtain the evidence which is necessary to come to definite conclusions. Noting in the Press to-day that it is proposed by the Government to hold an inquiry, the Stock Exchange committee heartily endorse this action, and urge that such inquiry should be held forthwith. They will gladly render every assistance." The reason the Stock Exchange committee looks to the State Ministry for action is that the Badak Co. is registered under the Victorian Mines Act.

THE RUBBER SLUMP.

VOLUNTARY RESTRICTION OF OUTPUT.

The *Straits Times* has received the following cable from Mr. Eric Macfadyen, dated London, September 8th:—

Unless outputs are restricted the rubber surplus in December will probably exceed 34,000 tons. Leaders of the industry here are attempting to arrange to voluntarily restrict one-fourth of the normal output in October-December and thereafter one-fifth till the situation is cleared.

This can probably be arranged, provided the local bodies called to secure their members' adhesion. A cable, our contemporary says, was received some days ago by the local association, which includes practically all the dollar share companies, pointing out the situation, and asking for the co-operation of the association in the policy indicated by the telegram. The matter was understood, was referred to the local committee of the Rubber Growers' Association and to the Planters' Association of Malaya by whom it is now being carefully considered.

NEW ATLANTIC RECORD.

10 TON YACHT SAILS 9,158 MILES IN 15 DAYS.

A remarkable voyage from Nova Scotia to Coves in twenty-two days has been accomplished by a small 10-ton ketch-rigged yacht, the *Typhoon*, which is only 26ft. long on the water-line and 12ft. beam.

The little craft has one roomy cabin about 26ft. long, used for living and sleeping in, and a crew of three. They were Mr. F. W. Baldwin, of Toronto, manager of Mr. Alexander Graham Bell's laboratory, and designer of the famous 70 m.p.h. glider H.M. Mr. W. W. Nutting, managing editor of the *Motor Boat Publishing Company*, New York; and Mr. Jim Dorset, Columbia.

Mr. Nutting, examining the ship, said:—"We left Baddeck, Nova Scotia, at 1.40 a.m. on Sunday, July 18th, and this is our first stop."

Our log distance from Cape Race to Bishop's Rock, St. John's, which we sighted on Friday, July 20th, was 2,158 miles, and the time occupied was 45 days 6 hours 25 mins. We reached Coves at three this morning (August 2nd).

FAMINE IN NORTHERN CHINA.

FORMATION OF RELIEF SOCIETY

(ASIAN NEWS AGENCY.)

Peking, September 13th.

According to the vernacular papers Mr. Liang Shih-yi, former President of the Senate, returned to Peking from Hong Kong, via Tientsin, the day before yesterday, when he interviewed the Chief Executive and the Premier about the affairs of the moment. As Mr. Liang takes no interest in Chinese politics and in view of the dreadful famine in Chihli, Shantung and Honan this year, with the concurrence and support of his friends, he has now established a Chinese society for the immediate relief of the poor sufferers. The following are the regulations of the Famine Relief Society of North China, which, in Chinese, is to be called "Hsuei Chih-tai Hsieh-hui." The aims of this society are threefold, viz.:—1, to effect immediate relief to the sufferers; 2, to turn the famine sufferers into workmen or labourers; and 3, to find suitable employment for the sufferers in accordance with their positions.

Persons who contribute money or labour are eligible to the membership of this society without discrimination or distinction of nationality or class. There will be one President, two Vice-Presidents. In view of the philanthropic nature of the work of this society, the President, Vice-Presidents and others will not draw any salary or subsidy of any kind; but the actual expenses of clerks and investigators are to be defrayed out of the funds of the Society when they are despatched to famine affected districts to make investigations or on other official or public errands by the President or Vice-Presidents.

At the commencement, on account of its limited funds, the investigations will be confined to those districts which are actually affected by famine. Immediately after its formal opening, the society will attend to the following matters:—1, to purchase rice and other cereals for feeding the sufferers; 2, to supply food and food-stuffs to the sufferers free of cost; 3, to establish supply depots where rice and other cereals will be sold to the sufferers at greatly reduced prices; and 4, to point out the ways and means through which the famine sufferers can find livelihood for themselves.

The funds of the society are to be collected by subscriptions. The methods as to how subscriptions can be collected will be jointly discussed and decided by a conference of the President, Vice-Presidents and other officials. The working rules of the society will be drawn up after its formal establishment.

In addition to the activities of leading Chinese politicians, such as Mr. Shih-yi and others, the Central Government has just wired to all the provinces throughout the republic soliciting immediate contribution of funds for the relief of the famine sufferers, and it is anticipated that a couple of millions can be collected through Chinese sources shortly. The great interest taken by the Hon. Charles Crane, American Minister and other prominent foreign residents in this charitable matter has given inspiration to the Chinese so that it is sincerely hoped that through joint co-operation, thousands of innocent lives will be saved in North China.

45,000 PEOPLE PAY SUPER-TAX.

THREEFOLD INCREASE IN SEVEN YEARS.

The number of people who paid super-tax in 1913-14 was 13,937. The number had increased to 45,000 by 1919-20.

The Chancellor of the Exchequer, in the parliamentary papers, gives the following table showing how the number of people assessed for super-tax has increased:—

1913-14	13,937
1914-15	29,981
1915-16	29,275
1916-17	35,040
1917-18	34,567
1918-19	44,500
1919-20	45,000

No figures are available of the assessments for the current year.

The super-tax for the current year is graduated from a duty of 1s. 6d. in the pound for incomes of £2,500 a year to 6s. in the pound for incomes of £20,000 or more a year.

20,000 U.S. "MILLIONAIRES."

New York, August 15th.

The income tax returns for the past year contained 20,000 statements showing incomes of \$50,000, (nominally £10,000) yearly or more. This is the lowest income of the "millionaire" class.

It is estimated that these 20,000 returns represent family groups totalling 50,000 persons, which is apparently the maximum number of American "millionaires." Sixteen thousand returns of \$50,000, or more were made in 1917; the present increase being due to war profits.

There were 193 returns this year showing incomes exceeding £1,000,000 (\$2,000,000), as compared with 141 in 1917.

Dr. Addison said in the House of Commons last month that he hoped within a few days to produce his proposals for dealing with landlords who refuse to let vacant houses preferring to sell them at an exorbitant price. He told Mr. Myers that a house which in 1913 would have cost £250 to build would now cost £2,000 or more. The amount represented by wages in the former case varies from £100 to £125, and in the latter from £250 to £260.

POPULAR CONVENTION MOVEMENT.

SHANGHAI STUDENTS' UNION'S VIEWS.

(ASIAN NEWS AGENCY.)

SHANGHAI, September 12th.

Under the leadership of the Chinese Students' Union, a society whose duty it is to hasten the early organization of the proposed National Citizens' Convention has been established in the French Concession. According to the announcements of the society, a special conference will be held within a few days for the purpose of devising means to urge the Peking Government and provincial authorities to lose no time in convening the convention and to permit its early organization by the Chinese people without official interference.

To the great surprise of the promoters, the acting Garrison Commissioner, General Ho, under orders from Peking, has prohibited the organization of any new society in connection with the proposed Popular Convention without previous official sanction. The Chinese authorities say that all will be right if a really representative legislature can be convened in Peking after the official abrogation of the old, so that there is no necessity for the convocation of the Citizen's or Popular Convention as proposed by General Wu Pei-fu. The Young China Party is fiercely protesting against this interference by the Government.

THE LONELY CONVERT.

JAPANESE WOMAN'S BAPTISM.

Mr. Charles A. Parry relates the following incident of a tour in Japan in the *Advertiser*—

July 18th.

At Minami Wada to-day, I witnessed the baptism of a young woman, wife of the young owner of a small silk flature. The husband had been a sukeya, but, partly from the persuasions of his wife, had given up that bad occupation. "Won't your husband be present?" asked T. when the wife returned from consulting him, bringing a bowl of water and napkin. "No, he has a little business just now," she replied, the business being apparently merely the continuation of the customary noon recess and chat with half a dozen cronies which had been going on for the last hour in the front room. She is a nice, gentle little woman, aged 23, pretty, but with a slightly unattractively applied face-powder. The ceremony took place in the back room, looking out on a steep tangled bank. Above it, a cat was playing with her half-grown kitten, which was stalking its parent with ludicrous earnestness through the thick weeds; an example of the mocking commentary which nature so often makes on occasions serious to human beings. After all, might we not take a lesson from the animals, with their contented acceptance of life and freedom from supernatural fancies?

The only other person present was a young man whom T. had baptised a couple of years ago. T. asked him "Do you still have some incomprehensible things (crankish tokoro) in the Bible?" He replied "Wakarai tokoro bakari" (nothing but incomprehensible things).

THE BAPTISM.

After singing a hymn, in which the audience of three merely joined (partly, of course, from not knowing the tune) T. asked the usual questions, as to belief in God and, shiniji nassaimau ka? (whether the young woman repented of Shini-masu), rather by the movement of her lips than by anything audible, betraying her nervousness by picking at threads on her kimono and ying and yawning knots in a string. Then the house cat came in and tried to drink from the baptismal bowl, but was suppressed. After which the baptism: "What is your name?" "O-Toi." "I offer you the name, Mariya (Mary) as memorial of your baptism." Just after the ceremony the husband came in; no doubt he had not appeared sooner because he did not wish to be urged to be baptised himself.

When thinking of the possible consequences to this young woman if she persists in her creed, it was impossible not to feel some emotion at witnessing this simple ceremony. As a childless wife, her position is, according to Japanese notions, already insecure; and, as T. remarked, he had not visited this place since a year, and a half—it requires a good deal of courage to keep up even a trace of Christian belief so little helped by the surroundings. However, Japan is not a land of persecution—except petty persecution.

MARSHAL TUAN'S RELATIVE

SENTENCED TO 15 YEARS IMPRISONMENT.

(ASIAN NEWS AGENCY.)

WUCHANG, September 9th.

The sentence of fifteen years' imprisonment has been pronounced by the Ministry of War upon the ex-General Wu Kuang-hai, brother-in-law of Marshal Tuan Chih-shan of Peking, and was taken by Chih-shan to the military prison this morning by ten soldiers. Wu is forty years old. On account of his past position and his relation to Marshal Tuan, who is still a factor to be reckoned with among the leaders of the Peiyang Military Party, though he is not in office at the moment, a special room has been prepared for him in the model military prison at Wuchang.

THE LATE MR. TUTCHER. TRIBUTE IN THE KEW GARDENS —BULLETIN.

An interesting memoir of the late Mr. W. J. Tutchet, for some years Superintendent of the Botanical and Forestry Department in Hongkong, appears in the latest Bulletin of Miscellaneous Information issued by the Royal Botanic Gardens at Kew. The memoir is signed "S.T.D.", which old residents will recognize as the initials of Mr. Stephen Troughton Dunn, whom Mr. Tutchet succeeded as Head of the Department. We may be permitted to quote the whole of it, as few men are better qualified than Mr. Dunn to write of the late Mr. Tutchet's professional knowledge and abilities. It reads:

WILLIAM JAMES TUTCHER.—The news of the sudden death of Mr. Tutchet in Hongkong will be received with great regret by his many friends in England. His loss to the English community in the little Crown Colony in which he had lived for nearly thirty years will be keenly felt, and the Chinese staff of his department will also mourn one who always understood and cared for them. The example of unwearied attention to duties and his enthusiasm for botanical and horticultural enterprise in the colony was a splendid training for his subordinates. During the three decades of his work he has built up a lasting memorial in the affection of his Chinese and English friends as well as in the various gardens and ornamental spaces that he did so much to establish and to keep in fine orderly condition for the public of Hongkong. One of the works which fall to his lot was the laying out of the golf course at Fanling, which has grown into one of the most beautiful places of recreation in the colony, thanks largely to his skill and perseverance.

William James Tutchet was born near Bristol in 1867, and educated at the Merchant Venturers School in that city. With the technical scientific training there received, and after five years' experience in good private gardens, he came to the Royal Botanical Gardens, Kew, in 1888, as a "young gardener." His progress here was so satisfactory that two years later he was promoted to the post of sub-foreman and placed in charge of the orchid department. In 1891 as an accomplished and reliable young man he was recommended to the Secretary of State for the Colonies as Assistant Superintendent to Mr. Ford in Hongkong. Before leaving England he had married Miss Elizabeth Aikman, sister of Mr. John Aikman, then and still assistant in the Director's Office at Kew, thus further cementing an association which he was destined to maintain as long he lived to the mutual advantage of his new department and the old he was leaving.

Mr. and Mrs. Tutchet were very happy in Hongkong and very busy. His free days were nearly always spent in botanical exploration of the island, and for many years he might be seen on almost any fine holiday tramping off to Mt. Parker, from whose gulleys and ravines he usually returned about nightfall and emptied out on the herbarium table his miscellaneous spoils. A glance at the list of additions to the Hongkong flora during his time gives some idea of the success of his outings.

In 1915, he published as a supplement to his reports an expedition to the N. River, which had not been previously visited by a botanist. To do this he took advantage of four consecutive holidays, and returned, with examples of five new species as well as of a great many additions to the provincial flora.

In 1904, he became a Fellow of the Linnean Society, and attended the meetings at Burlington House on the rare occasions when he was on leave. In 1910 he became Superintendent of the Botanical and Forestry Department. In 1912 he published with his predecessor, Mr. S. T. Dunn, the Flora of Kwangtung and Hongkong as vol. X. of the Additional Series of the periodical to which he contributed a description of the Orchidaceae (of which he had a special knowledge), as well as of most of the Monocotyledons. He had previously published a small work on Gardening in Hongkong. No one knew better than he the difficulties of the climate, and how they could be overcome, and his publication was greatly appreciated in Hongkong and neighbouring parts of China.

The herbarium of his department contains, of course, the great bulk of Mr. Tutchet's botanical specimens, but several hundreds of them may be seen in the Kew Herbarium, and in that at Manila (P.I.). The genus *Tutcheria* was founded by Mr. Dunn on a tree in the Hongkong Botanical Garden, which had been supposed to be *Camellia* (sic). Until Mr. Tutchet pointed out its distinctive characters (of Journ. Bot. xlv. 264). Many new species discovered by Mr. Tutchet were at different times called after him. He himself published many novelties, including a new genus (*Dunnia*, Tutchet, *Ruhila*, Journ. Linn. Soc. xlviii. 89) *Quercus filicoides*, Tutchet, called after his wife (cf. Journ. Bot. xlv. 270). Being a tree, it is not surprising that the genus *Tutcheria* should have been named in his honour. Mr. Tutchet was a man of many talents, as well as on various occasions when he was acting in that capacity. All these reports contain items of great botanical and economic interest, besides the records of the horticultural and forestry work of the colony.

S.T.D.

CORRESPONDENCE. HONGKONG CIGARETTE AND TOBACCO FUND.

(TO THE EDITOR OF THE HONGKONG DAILY PRESS.)

SIR.—The Committee of the above Fund will deem it a great favour if you will kindly insert this letter in your valuable issue, and at the same time desire to express its thanks for the past favours you have accorded in publishing its statements and letters of appreciation from some of our gallant lads at the Front, who participated in the enjoyment of Hongkong's efforts to soothe their hardships.

The Fund after a year's existence has just closed with a balance of \$600 in hand, which was a refund by the British American Tobacco Co., Ltd., as it was unable to utilise the money, the troops for which it was intended being demobilised. It has been decided to appropriate this sum amongst the local Naval and Military services.

Great satisfaction is felt by the Committee with the result of its operations, \$30,201.87 having been raised, and over 6,000,000 cigarettes and lbs. 200 of tobacco distributed and it is hoped that all those who contributed, and others, are equally satisfied with what has been achieved.

It is the desire of the Committee to express its thanks to and appreciation of the following:

Mr. William Barker for founding and organising the Fund, and for the kindly help and advice he has ungrudgingly given.

All the magnanimous contributors and subscribers who kept the Fund alive, and helped to swell it to its final magnitude, and especially those who gave their mites and thereby deprived themselves.

Mr. D. W. Craddock and the late Mr. G. B. Sayer for, respectively, acting on the origin of the Fund as its Treasurer and Secretary, and for the excellent work done, and the financial assistance given by them respectively.

Mr. W. A. Dowley for undertaking and so ably performing the duties of Secretary and Treasurer from July 1918 up to date. Also for organising a very successful canvassing scheme whereby the Fund benefited immensely.

Mr. A. Jenkins for his very valuable services in taking charge of and keeping the books and accounts of the Fund, and attending to the correspondence and rendering full information to the Committee.

The British American Tobacco Co., Ltd., for the special low prices charged for the cigarettes and tobacco, the great courtesy and consideration accorded to the Committee, and promptly carrying out the deliveries and distributing the cigarettes and tobacco to the troops free of charge. And last but not least the following ladies who devoted much time and zeal in canvassing for the good of the Fund: Mrs. Pentreath, Mrs. Arthur, Mrs. Shenton and Miss Craddock.

The books of the Fund have been kindly audited by Mr. W. J. Morrison, and can be inspected by any one desiring to do so, by first making an appointment with Mr. W. A. Dowley, Room No. 8, New Post Office Building, Top floor, in whose care they are placed.

We remain, Sir, Yours faithfully,

J. H. GARIBOLDI.

J. A. TABERN.

for the Hongkong Cigarette and Tobacco Fund.

Hongkong, September 22nd, 1920.

BRITISH NORTH BORNEO CO. CHARGES AGAINST THE ADMINISTRATION.

"SATISFACTORILY MET."

Messrs. Gibbs, Livingston & Co., the Hongkong Agents of the British North Borneo Company, write to us as follows:—

H.E. the Governor of British North Borneo has called us to the effect that the following letter has been received from the Colonial Office by the Chartered Co., and also asks us to give publicity to same through the medium of the Hongkong Press:

"I am directed by Viscount Milner to acknowledge the receipt of your letter of the 16th, 17th and 18th August, forwarding a report by the President of the British North Borneo Company on the allegations made against the Company's administration in North Borneo. Lord Milner having perused the report has caused the Anti-Slavery and Aborigines Protection Society to be informed that in his opinion the charges against the Company's administration have been satisfactorily met and that in these circumstances His Lordship does not propose to take any action in the matter, unless and until the Society can produce fresh evidence of a nature which would necessitate further investigation."

We shall be obliged, if you will, to pass on to the foregoing in an early issue of your valued paper."

DESTRUCTIVE FIRE AT KOWLOON.

TWELVE HOUSES BURNED DOWN.

A destructive fire occurred at Kowloon City on Tuesday night, when twelve houses situated in the main thoroughfare, and valued at about \$41,000 were destroyed.

The fire broke out as the result of the upsetting of a kerosene oil lamp in a tailoring establishment, and the flames, assisted by a strong wind which was blowing, spread rapidly. The inmates of the houses were fortunate in beating a hasty retreat into the street, but their belongings were all lost. The fire brigade, both from Hongkong and Kowloon, were soon on the scene and, despite an all-night effort to subdue the flames, the fire continued raging, destroying eight houses on the side of the street the fire commenced in and four houses in the adjacent street.

UNLICENSED BOARDING HOUSE.

JAPANESE FINED.

Sub-Inspector George Jackson charged a Japanese, named Joe Yamakawa, before Marine Magistrate, Commander C. W. Beckwith, R.N., yesterday, with unlawfully keeping a seamen's boarding house at No. 47, Praya East, without a permit from the Harbour Master.

Inspector Jackson said that he visited the premises at 4.15 p.m. on the 14th inst., and asked to see the master. The defendant said that he was the master. Witness then asked the defendant if he had a boarding house licence, and he replied in the negative. The only licence the defendant could produce was one for a restaurant. Witness inquired from the defendant if he had any boarders, and the defendant said that he had three American seamen living on the premises. After inspecting the premises, witness left.

The Magistrate imposed a fine of \$10, or seven days' hard labour, and cautioned the defendant not to take in any more European sailors, without first getting a boarders' licence.

LOTTERY TICKETS.

FOUND IN A BASKET.

Before Mr. O. Dyer Ball, yesterday, a Chinese was charged with the unlawful possession of 10,000 paper lottery tickets.

The prosecution said that the defendant was arrested on the 14th inst. when he was found in a basket which he was carrying.

The defendant denied that they were lottery tickets, and invited the Magistrate to examine them.

The Chief Chinese Detective, who was present in Court, said that the tickets produced were special paper tickets. The drawing was to take place at Samshun on the 15th of the Moon.

The defendant contended that they were incomplete, as they did not have numbers on them.

The Magistrate imposed a fine of \$250, or three months' hard labour.

ANOTHER SEIZURE OF OPIUM.

DRUG VALUED AT OVER A LAKE.

Revenue Officer Ward and a party of Chinese detectives were successful, yesterday afternoon, in effecting the third biggest seizure of opium in this Colony for some time.

The officers boarded the *Kaiyo Maru* and, after a long and tedious search, managed to locate the place of concealment of the drug, which was in the coal-bunkers underneath the coal. The drug amounted to 7,000 lbs. of prepared opium, and a considerable quantity of raw opium. With the price of prepared opium in the Colony at \$14.50 a lb., it will be seen that the drug was worth \$101,500. The raw opium was valued at \$5,000.

RULES OF THE ROAD AT SEA.

MARINERS CAUTIONED.

Before the Marine Magistrate, Commander C. W. Beckwith, R.N., at the Marine Court, yesterday, the master of the steam launch *H.D.* 5 charged the masters of steam launches *Hongkong*, *Kowloon*, *Hongkong*, and *Shanghai*, with failing to observe the rules of the road in the harbour of the Colony, to wit, to keep to the starboard side of the central fairway when under way.

They all pleaded guilty.

In each case the Magistrate explained the regulations to the defendants, and dismissed them with a caution.

SUSPECT ARRESTED.

ECHO OF KENNEDY TOWN MURDER.

A Chinese detective stationed at Wandanchi arrested a Chinese in Queen's Road East, on Tuesday evening, who is suspected to have been concerned in the armed robbery at 38, Cathay Street, Kennedy Town, in April last, in which a 16-year-old Chinese boy was brutally done to death. In connection with this case, one man had already been arrested, and is at present in police custody, awaiting trial on a charge of murder. Two other men are still at large.

THE S.S. "KANOWNNA".

THE NEW AUSTRALIAN LINER.

A large number of business men of the colony were entertained at lunch yesterday at the large Australian liner *Kanownna*, which the Eastern and Australasian Steamship Co. have recently placed on the run between Australia and the Far East.

The Hon. Mr. E. V. D. Farr, of Messrs. Macleod, Macleod & Co., Agents of the Company, presided, and in a brief speech after the luncheon proposed success to the ship and prosperity to trade between Australia and China. Mr. Farr expressed his pleasure at seeing so many guests aboard the latest addition of the Eastern and Australasian fleet, which he thought all would agree was a beautiful ship. (Applause).—All present were more or less personally interested in the China-Australian trade, and he felt that there was at the present time a splendid opening in China for the sale of the many and various commodities that Australia could produce, and vice versa, there was a keen demand in Australia for China exports. The geographical position of Australia was eminently favourable to trade with China, and the voyage was one of the fairest weather voyages in the world, as, sighting the Philippine Islands until one got to the southern part of the Barrier Reef, a most lovely and practically inland-sea voyage was experienced for about a fortnight. So who would remain ashore when at very little additional expense one could take such an interesting trip to most interesting countries in such a magnificent ship as the *Kanownna*. They all knew that "Hands across the Sea" were stretched to Australia from all parts of the Empire, and they would ask Australia to remember that Hongkong was included in that category. They trusted that the time was not far distant when China would settle her differences and give full assistance to trade between the two continents. He asked those present to drink to the continued prosperity of the trade between China and Australia and good luck to the *Kanownna*.

There was a hearty response to the toast, for the visitors were greatly impressed by their inspection of the ship which is the largest, most comfortable, best equipped and fastest vessel on the run.

THE ARREST OF MR. SHAW.

QUESTION IN PARLIAMENT.

A written answer was given by Mr. Harcourt last month to a series of queries put by Lieutenant-Colonel Parry on the subject of Mr. Shaw's arrest.

Mr. Harcourt says that the question of laying "lappers" on the subject will be considered when reports which are now awaited have been received; that there is no evidence to show that the Japanese Consul-General had assumed that a British subject in Chinese territory was not free to afford means of escape from Korea to asylum in Antung to Koreans fleeing from political persecution; that inquiries were being made as to the report that an attempt had been made by armed Japanese police to search a British ship and to search a British subject's house in Chinese territory; that there is no violation of a neighbouring State's rights in giving asylum to political agitators; that the British Ambassador at Tokyo had reported that the best legal assistance was being obtained for Mr. Shaw against whom a charge was made of assisting revolutionaries; that on hearing of Mr. Shaw's arrest, the British Consul at Seoul sent the Vice-Consul to the spot; that Mr. Shaw told the Vice-Consul that he was being well treated, and as his own desire had been transferred to Seoul.

SIR RAYMOND DENNIS' BUSINESS TOUR.

Amongst the passengers from Kobe on the E. K. A. *Kanownna* are Sir Raymond Dennis, K.B.E., and Mr. W. E. Hobbs, O.B.E., who left here in June last on the s.s. *Nat* for Shanghai. They afterwards visited Tientsin en route for Peking, but were unable to proceed for some days owing to the military operations that were being carried on along the Tientsin-Peking railway. From Peking they journeyed through Korea, spending a few days at Seoul, to Japan, where they spent six weeks, and then they were on their way to Sydney N.S.W. Sir Raymond informed a representative from a business point of view and he has made arrangements for immediate deliveries of goods to the agents he has appointed in Shanghai, Tientsin and Tokyo. He stated that he was disappointed with road conditions in Japan; where deliveries will be continued to the new 2-ton model, but he was glad to note a determination to deal seriously with the question of road improvement, to which a marked stimulus had been given by a magnificent gift of the Emperor towards the betterment of the roads in the city of Tokyo. The first Dennis lorry, consigned to the Hongkong agents, Messrs. Alex. Ross & Co., arrived here this week, and Sir Raymond would have had the gratification of seeing a Dennis charabanc in the streets of Peking—the first to be imported into China—but for the fact that the consignment of the railway prevented it from being transported from Tientsin. There are already 11 Dennis Turbines in use by the brigade of Shanghai (International) and City, Tientsin, Hankow and the Peking-Pukow railway. The three belonging to the Shanghai City Brigade are the first motor cars originally imported into China, and they are operated exclusively by Chinese drivers.

EXCLUSIVE AUTUMN AND WINTER MODELS

DINNER GOWNS
EVENING DRESSES

TEA FROCKS
OPERA CLOAKS

SPORTS COATS
VISITING WRAPS

MOTOR COATS
MILLINERY

GLOVES

LANE, CRAWFORD & CO.

ALWAYS THE BEST.



HIGH GRADE MOTOR OILS

Manufactured by
PRICES COMPANY LIMITED.

HUILE de LUXE: (specially adapted for use on Motor Cycles during warm weather.)

MOTORINE: The best all-round oil for Water-cooled Engines. It has a rich character and good body.

HEAVY GAS ENGINE OIL: A compounded oil of moderate body for Water-cooled engines of medium size and speed.

Suitable for
MOTOR CARS, MOTOR CYCLES, MOTOR BOATS.

LANE, CRAWFORD & CO.

JUST RECEIVED BROADWOOD PIANOS

Specially made for this climate.

The Anderson Music Co., Ltd.

117

Powell Ltd

TELEPHONE 344

We have now received
our new stock of

GENTLEMEN'S
BOOTS and SHOES

in Black and Brown.

CALF and GLACE also.

PATENT DRESS SHOES

Best British Boots

Gent's Complete Outfitters.

117

NEW ADVERTISEMENTS

NOTICE

THE interest and responsibility of the undersigned JOHN WILLIAM TAYLOR in the Firm of Messrs. MOXON & TAYLOR ceases on the 10th September, 1920.

J. W. TAYLOR,
10, Ice House Street,
Hongkong.

NOTICE

THE interest and responsibility of Mr. JOHN WILLIAM TAYLOR in the undersigned Firm ceases on the 10th September, 1920.

MOXON & TAYLOR,
10, Ice House Street,
Hongkong.

NOTICE

INTIMATION IS HEREBY GIVEN that NO DIVIDENDS will be paid on Shares standing in the name of the undersigned after 30th September, 1920.

Holders of such shares are accordingly requested to have same transferred forthwith.

JOHN W. TAYLOR,
Hongkong, September 22nd, 1920. [1522]

KOWLOON CANTON RAILWAY

NOTICE

THE Public is hereby notified that the AFTERNOON EXPRESS TRAIN to Canton at present advertised to leave Kowloon at 3.00 p.m. will on and after THURSDAY, SEPTEMBER 23rd, and until further notice, leave at 2.15 p.m. Last Ferry 1.55 p.m.

By Order,
H. P. WINSLOW,
Manager.
Kowloon, September 22nd, 1920. [1523]

VICTORIA RECREATION CLUB

ANNUAL AQUATIC SPORTS

will be held on
THURSDAY, SEPT. 30th, FRIDAY, OCT. 1st,
at 4.30 p.m. and on
SATURDAY, OCT. 2nd, at 3.30 p.m.

ENTRY Forms can be had from Secretaries of Clubs, or on application to the undersigned.

Entries close on MONDAY, SEPT. 27th, and will not be accepted unless accompanied by Entrance Fee to—

B. C. WITCHELL,
Hon. Secretary.
[1524]

G. R.

USED CORDAGE FOR SALE

TENDERS are invited for the purchase of the whole or part of 500 Cwts of USED CORDAGE (Rounding).

The Material may be seen on application at the Naval Yard, Hongkong between the hours of 9 a.m. to 12 Noon and 1.45 to 4.45 p.m. on the 27th and 28th September.

Tenders should be lodged in the Commodore's Office by Noon on the 30th September, 1920.

Forms of Tender may be obtained on application to the undersigned.

H. G. LOWE,
Naval Store Officer,
Hongkong.
Hongkong, September 22nd, 1920. [1525]

NOTICE TO CONSIGNEES

OCEAN STEAM SHIP COMPANY, LTD.
AND
CHINA MUTUAL STEAM NAVIGATION COMPANY, LTD.

CONSIGNEES per Company's Steamer "TELESIA" are hereby notified that the Cargo will be discharged into Holsa Wharf, Kowloon where it will be at Consignees' risk. The Cargo will be ready for delivery from Godown on and after Sept. 23rd.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godown where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after Sept. 23rd, will be subject to sale.

All Claims against the Steamer must be presented to the undersigned on or before Oct. 1st, or they will not be recognized.

No Fire Insurance.

BUTTERFIELD & SWIRE,
Agents.
Hongkong, September 22nd, 1920. [1526]

THE HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the SHARE REGISTER and TRANSFER BOOKS of the Company will be CLOSED from the 1st to the 5th OCTOBER, 1920, both days inclusive.

Warrants for the Interim Dividend can be had at the Office of the Company, No. 2, Queen's Building, Hongkong, on and after the 11th October.

By Order of the Board,
JAS. W. GRAHAM,
Acting Chief Manager.
Hongkong, September 22nd, 1920. [1519]

WANTED

COMMERCIAL ENGINEER, M.I.E.E. with diploma, University, 12 years technical and Commercial Experience. Keen and methodical organizer, accustomed to the latest and most Economical Methods with Actual "World-Wide" Experience of Foreign Markets and Requirements in the selling and installation of Plants and General Machinery. First-class References, strict, disinterested. Would accept position as Sales Manager, Foreign Representative, or any other Executive Position. Disengaged October 1st.

Box 1609
Care of "Daily Press" Office
[1514]

INTIMATIONS

NOTICE

THE interest and responsibility of the undersigned in the Firm of ABDODRAHIM & CO. carrying on business as Civil Engineers, Architects and Surveyors at 24, Queen's Road Central ceases on September 21st, 1920.

JOHN MORRIS, B.Sc.
Hongkong, September 21st, 1920.

NOTICE

I have this day established my practice as Civil Engineer, Architect and Surveyor at No. 24, Queen's Road Central (2nd Floor).

JOHN MORRIS, B.Sc.
Hongkong, September 21st, 1920. [1515]

HONGKONG HOTEL GARAGE

WE beg to notify our patrons that we are continuing the above as from 1st October, 1920.

We aspire to render first-class Service at reasonable rates.

HONGKONG HOTEL CO. LTD.
J. H. TAGGART,
Manager. [1510]

HONGKONG GENERAL CHAMBER OF COMMERCE

CHINESE LANGUAGE SCHOOL

A BEGINNERS' CLASS will be started on MONDAY, OCTOBER 1st, at 5.15 p.m. at the Chinese Language School, junction of Zeland Street and Ice House Street (Masonic Hall Premises).

Intending students are requested to send in their names to the undersigned for enrolment.

By Order,
D. K. BLAIR,
Acting Secretary.
Hongkong, September 15th, 1920. [1491]

DOUGLAS STEAMSHIP COMPANY, LIMITED

THE ORDINARY GENERAL MEETING of the above Company will be held at the Company's Office at Noon, on SATURDAY, SEPTEMBER 25th, 1920.

THE TRANSFER BOOKS of the Company will be CLOSED from the 17th to 25th September, both days inclusive.

DOUGLAS LAFRAIK & CO.,
General Managers.
Hongkong, September 20th, 1920. [1492]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED

THE THIRTY-NINTH ORDINARY GENERAL MEETING of the Company will be held at the Office of the General Manager, Messrs. JARDINE, MATHESON & CO., Ltd., Des Vaux Road, Hongkong, on WEDNESDAY, OCTOBER 6th, at Noon, for the purpose of receiving the Report of the Directors, passing the Accounts, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from 30th September to 20th October, both days inclusive.

By Order of the Board,
JARDINE, MATHESON & CO., Ltd.,
General Managers.
Hongkong, September 15th, 1920. [1496]

THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

THE Directors of the above Company have declared an INTERIM DIVIDEND of 3 per cent (paid to 3/4 per Share) in respect of the current year on the Preferred Ordinary Shares.

Dividends for Shareholders on the Colonial Register are free of Income Tax and will be paid at the rate of 4/4 per dollar.

Dividend Warrants will be obtainable on and after THURSDAY, OCTOBER 7th, 1920, at the Company's Office.

THE TRANSFER BOOKS of the Company will be CLOSED from THURSDAY, SEPTEMBER 23rd, 1920, to WEDNESDAY, OCTOBER 20th, both days inclusive.

JARDINE, MATHESON & CO., Ltd.,
General Managers.
Hongkong, September 15th, 1920. [1504]

COMPOSITE BARQUE

"CHIN PU"

FOR SALE
(American Registry)
BOWERN & CO., Auctioneers.
MEMBERS, INSTITUTE OF CHARTERED SHIPBROKERS
(London)
No. 8, Museum Road, Shanghai.

HAVING been favoured with instructions from the U.S. Marshal for China to sell by public auction within their office on MONDAY, September 27th, at 11 a.m. (unless disposed of privately before that date) the composite barque "Chin Pu" (Late "Baron Oudin") built in Amsterdam, Holland, in 1874, of iron, sheathed with 4" teak wood and sheathed with copper sheathing from keel to aloft, line and sail to be copper bolted. The vessel will be sold as she lies at anchor in the harbor of Shanghai with all fittings and contents of the vessel if any. These particulars are given as carefully as possible but are not guaranteed to be correct.

Length, 189, feet, 9 inches.
Beam 41 feet, 7 inches.
Depth of Hold, 25 feet.
Registered Tonnage, 1423 tons.
Deadweight capacity, 2,800 tons on 22 feet loaded.

Two deck, wood framework partly laid, steam winches and boiler, accommodation for crew in house on deck, saloon on deck aft for master and officers, sail locker and store room under poop, 2 anchors and cables, the vessel having recently been damaged in a typhoon, there only remain the foremast, mainmast, jibboom and bowsprit. Inspection can be obtained on application to the Auctioneers.

Terms of Payment—Cash immediately on sale of the vessel, transfer with bill of sale to buyer. Vessel to be at buyers' risk immediately the auction and/or private sale is confirmed from that date.

BOWERN & CO.,
Auctioneers and Shipbrokers,
No. 8, Museum Road, Shanghai.
[1493]

PREPAID "WANTED" ADVERTISEMENTS

ADVERTISEMENTS of the "Wanted" variety will be inserted under the above special heading at a charge of \$1.00 FOR THREE INSERTIONS. If they do not exceed 25 words in length and are prepaid.

An additional charge of 50 cents will be made if the instructions for insertion are not accompanied by cash.

Advertisers requiring their advertisements under this head must give instructions accordingly, otherwise the advertisements will be regarded as intended to be displayed and charged at the usual rates.

Letters are lying at this Office for—
Bos. P. Q. AD. AP. AW. AY.

WANTED—Position for Chinese Clerk

has had Office experience, reads and writes English. Strongly recommended by advertiser who will gladly furnish full particulars. Reply to Box AY, Daily Press Office.

G. R.

PUBLIC AUCTION

THE Undersigned have received instructions to sell by Public Auction, on MONDAY, the 13th October, 1920, at 10.30 a.m., within the Chamber, at Naval Depot, Kowloon.

H.M.S. "SANDPIPER"

Length between perpendiculars 100 ft.
Breadth, extreme 20 ft.
(Flat Keel to upper)
Depth in hold side of Upper Deck 5 ft. 9 in.
(Including amships)
Tonnage according to Not measured
Gross 55 tons
Nominal Displacement 55 tons
At mean draft 3 ft.
Present mean draft 2 ft. 0 in.
(Where Hongkong)
Built When 1898
(By whom In Sections by Yarrow & Co.
Materials of Construction—
Wood Deck Sheathing, Firings in
Iron China Mosaic, etc.
Steel Deck, Firings, etc.
Decks, names of—
Main, Hold and Battery Decks.
Armour—Nil.

As the now lies.
A detailed list of fittings to be sold with the Ship may be seen at the Office of the Naval Store Officer, H. M. Dockyard, Hongkong, and structural and other particulars can be obtained from the Chief Constructor, H. M. Dockyard, Hongkong.

The Vessel will be open to inspection from the 15th Sept. to the day of sale inclusive, between the hours of 10 a.m. and 4 p.m. Inspecting orders can be obtained with full Particulars and Conditions of Sale on application to the Auctioneers.

On presenting this order to the Flag Master in the Dockyard the person named therein will be conveyed to and from the Ship. The ship may not be boarded from a private boat.

HUGHES & HOUGH,
By Appointment Auctioneers to
the Admiralty.
Hongkong, September 14th, 1920. [1485]

PUBLIC AUCTION

VALUABLE LEASEHOLD PROPERTY
Situate at Kowloon in the Colony of
Hongkong

to be sold in pursuance of an Order of the Supreme Court of Hongkong made in Action No. 99, of 1920. Original Jurisdiction Between The Bank of Canton Limited, Plaintiffs and Samuel Ebenezer Green trading as Banker & Co. Defendant.

On MONDAY, the 27th day of September, 1920, at 3 o'clock in the afternoon by
Messrs. LAMBERT BROS.
Auctioneers

at their Auction Room Duddell Street, Victoria, Hongkong.

The property consists of—
ALL THAT piece or parcel of ground situate in the Dependency of Kowloon and Colony of Hongkong and known and registered in the Land Office as Section H of Kowloon Island Lot No. 410, together with the message erected thereon known as No. 15, Hanbok Road, Hongkong. Term 75 years from 24th June 1894, created by a Crown Lease dated the 11th November 1892.

Proportion of Annual Crown rent \$20.12.
Area 4594 Square feet.

For further particulars and conditions of sale apply to—
Messrs. JOHNSON STOKES & MASTER,
Princes' Building,
Ice House Street,
Solicitors for the Vendor,
or to
Messrs. LAMBERT BROS.
The Auctioneers.
Hongkong, September, 10th 1920. [1463]

BANQUE INDUSTRIELLE DE CHINE

(A FRENCH BANK)

CAPITAL PAID-UP AND SURPLUS

Fr. 105,000,000.00

The organization of the Bank enables it to open CURRENT ACCOUNTS and to accept FIXED DEPOSITS in local currency and

ANY FOREIGN CURRENCY

These accounts and deposits may be converted AT ANY TIME without ANY CHARGE in ANY OTHER CURRENCY.

Apply for terms and particulars—
HONGKONG BRANCH,
Queen's Building, 5, Chater Road.
[1463]

INTIMATION

It is generally admitted that most Whiskies have now a "Post-War Weakness."

It is claimed that

WATSON'S
E
WHISKY

still maintains its high standard of quality. The same blend, same good old age—mellowness, character and fine flavour—Forty years' reputation.

A. S. WATSON & CO., LTD.,
WINE AND SPIRIT MERCHANTS.
ESTABLISHED 1841.

BIRTHS

MAIN.—At Shanghai, on September 15th, to Mr. and Mrs. S. DUNCAN MAIN, a daughter.

MARRIAGE

JOHN TWIGG.—At Shanghai, on September 17th, ASPHUR L. LEWIS (Chinese Post) Service, eldest son of Mr. J. W. H. JOHN (Customs Statistical Department) and the late Mrs. John, to May, eldest daughter of Mr. and Mrs. P. O'BRIEN TWIGG, Shanghai.

DEATHS

SCORSON.—At Shanghai, on September 17th, JAMES SCORSON, aged 41 years.

WESTBROOK.—At the Isolation Hospital, Shanghai, on September 17th, Mrs. ARNOLD MAY ARNOLD WESTBROOK, aged 33 years.

HONGKONG OFFICE: 10A, Des Vaux Rd., C. London OFFICE: 131, Fleet Street, E.C.

The Daily Press.
HONGKONG, SEPTEMBER 23rd, 1920.

THE COLONY'S MILK SUPPLY.

We have no doubt that the address of Mr. LEWIS, Chairman of the Dairy Farm Company, to the shareholders at the annual meeting of the Company on Tuesday has been widely read in the Colony with more than the usual amount of interest and attention. The recent increase in the price of milk has left a sense of grievance in a great many households, and it was to be expected that the CHAIRMAN would attempt in his address to the shareholders to justify the decision recently taken by the Directors. What the Company says in effect is that it has, for some years, been supplying milk to the community at a loss: the satisfactory financial position of the Company is due "entirely to the branches of the Company's business other than Dairy Farming." But for these other forms of activity, the CHAIRMAN said, the Company could not have paid dividends. The Dairy business has always been looked upon "more as a public necessity than as a profit-making concern." We have had the courtesy to say to reports of the proceedings of this meeting to learn whether this aspect of the Company's business had ever been so strongly emphasized before. We had no recollection of it, and we have failed in the search, though we do not pretend that it has been exhaustive. We had indeed only to go back to the report of last year's meeting

to find quite the opposite view presented. Mr. J. SCOTT HANSON, who was then the CHAIRMAN, told the shareholders and the public that "In the past the dairy business—which was the original, and for some years the only business of the Company—was of the greatest assistance in nursing other branches of the Company's business until these latter were placed on a paying basis, but that very dairy business would this year (1918) have shown a loss, save for the fact that (thanks to your manager's careful selection and care) the average milk yield of the Company's herd has shown considerable improvement and thus enabled that department to show a profit." Thus it will be seen that on this important question in which the general public has become so intimately interested the statement made at last year's meeting in regard to the milk branch of the business is not in line with the statement made this year. Last year's CHAIRMAN said the dairy business had "nursed" the other branches of the Company's business until they were placed on a paying basis; this year's CHAIRMAN says that the Dairy business has always been looked upon "more as a necessity than as a profit-making concern," and thus beg for the other forms of activity the Company could not have paid dividends. We do not know how these two statements are to be reconciled. Bearing in mind the ever-increasing cost of production due to advance in prices of foodstuffs, dairy machinery, utensils and labour, and in the price of cattle themselves, it really is a matter of congratulation," said the CHAIRMAN, "that it has been possible to keep the selling price of the Company's milk unaltered for as long as eighteen years, during which time the cost of production has gone up from 100 per cent. to 150 per cent." We could understand the higher charge for milk if the increase in the cost of production had been sudden, instead of progressing over the long period of eighteen years. We are not arguing that the recent increase in the price of milk is not justified. We are in no position to do that, but when we look back on the statements previously given to shareholders it does seem that no adequate case has yet been presented for it. For while the Dairy business was "nursing" the other branches of business in which the Company has engaged in recent years, the Company was not only spending liberally on extending and improving the farm, but was also "buying experience." The burden of the annual addresses for many years past has been that the Company—while paying a steady dividend—has had to make very large provision for depreciation. They looked to a larger turnover to maintain the dividend. Well, there can be no doubt that the Company has been getting a larger turnover from the Dairy business. With the growth of the community and the growing consumption of milk by the Chinese the demand must have increased enormously in the past ten years. Moreover, the Company is admittedly benefitting from the experience it has bought in the past. The CHAIRMAN at Tuesday's meeting said "After years of experience the management has found that it is more advantageous to raise our young stock, which are thus better climatised, than to import animals." This argues a saving (in addition to the larger turnover) and makes the reason for the increase more difficult to understand. Everybody will recognize, of course, that it is cheaper and more profitable to have a few head of milk cows and to handle their product under primitive methods, but then we cannot forget that the claim to public patronage and support which the Company has put forth from its very inception is that they have not handled their product under "primitive methods," but have always, as now, treated the milk and its produce "in an efficient way and under strictest sanitary conditions." Additional care and equipment, due to increase of demand, of course, mean additional expenditure, but do they necessarily involve "additional cost of production"? If so, it sadly upsets the previous calculations of the Board of Directors who looked to increased turnover to keep up profits. The case the Board now presents is that the more the Dairy business expands, the smaller becomes the margin of profit—or, should we say, the greater the loss—unless the price is increased at the same time. It is to say the least an unexpected reversal of all previous anticipations, and it is no wonder, therefore, that the public were surprised by the increase. We have only one further observation to make, and that is to note with satisfaction that there is no official support in the speech for the suggestion we have seen made elsewhere that it would be more profitable to send

all the products of the Dairy to the ships calling at the port. Possibly it would be a question would arise in this connection as to whether there is no obligation on the Company to provide for the community in view of the special concessions made by the Government to the Company in the matter of the tenure of the farm land. But we should never in our thoughts associate the Dairy Farm Company with any indifference to the interests of the community. We know only too well how much the Company has done for the well-being of the community, and even those who may grumble most over the increased charge for milk must recognize what an immense debt of gratitude all who dwell here owe to the enterprise. From the very inception of the Company it has recognized that it owes a duty to the community and we are glad to note that it does so still—that a broader view than a desire for gain must guide the management. In any other event it would, of course, be the plain duty of the Government, in a case where a virtual monopoly exists, to firmly insist, on such a policy. No one expects the Dairy Farm to be maintained as a philanthropic institution, but where such an important food commodity as milk is concerned the public requires to be well assured that adequate reasons exist for any advance which may be made in a long-established price to the consumer. In view of the seemingly contradictory statements which have been made in the annual addresses to shareholders as to the contribution which Dairy produce makes to the revenues of the Company it can hardly be said that the case for the increase has been made out to the public satisfaction.

Wiseman's announce a dinner dance for Monday next.

The Hon. Mr. W. Chatham, C.M.G., and Mrs. Chatham returned to the Colony yesterday from Japan.

The afternoon express train to Canton is advertised to leave at 2.15 p.m. from today, instead of 3 p.m.

The Blue Funnel steamer *Tairua* has accomplished the voyage from Liverpool to Hongkong in 30½ days.

The case in which Dr. Mehta, of 24, Ice House Street, sued a Chinese merchant for \$45, being rent due in respect of a flat, has been settled, defendant consenting to judgment against him.

Mr. and Mrs. C. Montague Ede, Mr. and Mrs. George Grimble and Miss Doris Grimble and Professor and Mrs. E. Danenberg returned to the Colony yesterday, from Japan by the *Katori Maru*.

The annual Aquatic Sports held under the auspices of the Victoria Recreation Club are announced to take place on Thursday (September 30th), Friday (October 1st), and Saturday afternoon (October 2nd).

Dr. C. Forsyth, Mrs. Forsyth and children returned to the Colony yesterday, by the *Tairua*. Mrs. A. G. Coppin was also a passenger by this vessel. Mr. and Mrs. Keigwin were also on the ship as through passengers to Shanghai.

Two cases of diphtheria, two cases (one death) of enteric fever and ten cases (one death) of influenza were reported in the Colony for the week ending September 18th. One case (one death) of enteric fever was reported in the Colony on Tuesday.

The *N.C. Daily News* understands that Mr. E. Gordon Lowder, Commissioner of Customs in Hankow, has been appointed to be Commissioner in Shanghai, when Mr. L. A. Lyall goes home on leave next month; Mr. Lowder will take over charge on October 15th. Mr. B. H. B. Wade, Commissioner in Nanking, is going to Tientsin.

The *Korea Maru* brought to the Colony yesterday another group of delegates who have come to the East for the Sunday School Convention to be held in Tokyo next month. This party consists of 23 delegates from the United States. There are now in the Colony or neighbouring places at least 50 of the delegates. Fifty-six of them return to the North by the *Empress of Asia*.

Notification is made in our advertisement column today of the impending retirement of Mr. J. W. Taylor from the firm of Messrs. Moxon & Taylor, sharebrokers of Hongkong. Mr. and Mrs. Taylor are leaving the Colony very shortly for home, and the good wishes of a large number of friends will go with them. Mr. Taylor's departure will involve his retirement from the position of Chairman of the Hongkong Stockbrokers' Association.

Shanghai papers record the death of Mr. James Scorsson for many years a prominent and popular resident of the Settlement. A native of Manchester, deceased came to Shanghai about 16 or 17 years ago for a piece of good luck. He established himself in business on his own account in 1918, as Messrs. James Scorsson & Co. Mr. Scorsson was a keen football player, a golfer, a volunteer, and a member of the S.C.C. He died at the age of 41, and leaves a widow and family to mourn his loss.

A serious development of the Irish munitions dispute has been that the Great Northern Railway has suspended traffic from Dundalk to Enniskillen making 60 miles on three Irish trunk lines without passenger traffic. The curtailment, which was the direct result of the refusal of munitions to transport ammunition has dealt heavy blow to Irish trade.

arrest of his colleagues, two men and four women, who are staying at other first-class hotels in Paris, and were as well, dressed in civilian clothes. All possessed passports and visas, and in order to prove the illustrious origin to possible acquaintances one of the women carried a forged copy of Louis XVI's will whereby she showed that her grandmother was "Countess."

and Shantung. A mandate has been issued instructing the Ministry of Finance and Interior to co-operate with the civil governors of the provinces in dealing with the famine and other emergency foodstuffs to be collected and distributed to the starving people. Meanwhile the foreign community is planning to assist in the formation of an International Famine Relief Committee. In provinces where Local Chinese, too, are also preparing to do their bit. But the horrors of the countryside are appalling and thousands must die before help can reach the starving millions.

“REAR CHAIRVASE. At a place where
whereast of Buzz” an intoxicated gentleman
misadventure being ejected from a movie
picture theatre was discovered seated
on the doorstep of the back entrance, with the
large bouquet in his arms. A policeman
arrested him.

“Will you give my regards (or his card)
ordinary citizen?” asked the man
traveller.

His speech was so indistinct
however, answered the policeman,
from what I could gather he was waiting
to see Mary Pickford home.” — Boston
Transcript

Under the heading of "Appointments," the strange variety of information is presented. These agents of a gigantic despotism are ordered to ascertain the distances and secret passages of all Government institutions. "In order to become familiarly with the interior and policy of the Government, it is necessary to force one's way into foreign Government institutions, and to cultivate Government employees, either personally or through other persons, participate in their intrigues and resistance as which the intrigues and resistance as which the intrigues and foreign policy of the country

continued.

[illegible]

AMERICAN & ORIENTAL LINE

NEW YORK via Suez

"GENERAL CHURCH"

Subject to change without notice

ORIENTAL AFRICAN LINE.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to SHANGHAI, KANGAROO, DURBAN (Natal), EAST LONDON, PORT ELIZABETH, CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO.

For particulars apply to—

THE BANK LINE, LTD.
Managing Agent.

"ELLERMAN" LINE.

ELLERMAN & BUCKNALL S.S. CO. LTD.

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

LONDON ... "MATOPPO" ... 15th Oct.
LONDON ... "CITY OF NAPLES" ... 15th Nov.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

or to Rime & Co., Clerks.

THE BANK LINE, LTD.
General Agents.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamer	To Sail
HONGKONG	SHANTUNG	On 23rd Sept. 9 A.M.
SHANGHAI	SHANTUNG	On 23rd Sept. Noon.
MANILA, CEBU & ILOILO	SHANTUNG	On 23rd Sept. 4 P.M.
MANILA, CEBU & ILOILO	SHANTUNG	On 23rd Sept. 4 P.M.
SHANGHAI and TIENTSIN	SHANTUNG	On 23rd Sept. 4 P.M.
PAKHAI and HAIPHONG	SHANTUNG	On 23rd Sept. 4 P.M.
SWATOW & HANGKOW	SHANTUNG	On 23rd Sept. 4 P.M.
AMOI, SHANGHAI & TIENTSIN	SHANTUNG	On 23rd Sept. 4 P.M.
SWATOW, CANTON & TIENTSIN	SHANTUNG	On 23rd Sept. 4 P.M.
SHANGHAI	SHANTUNG	On 23rd Sept. Noon.

SHANGHAI LINE—PASSENGERS, MAILS and CARGO. Excellent service, accommodation, food, light and heat in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tientsin (weekly), taking cargo on through Bills of Lading to all ports in China and Northern China. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Whampoa.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow. For Freight or Passengers apply to BUTTERFIELD & SWIRE, Agents.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodations, Electric Light and Heat in Saloon and State-rooms and excellent cuisine.

FOR
SWATOW, AMOI AND FOCHOW
AND RETURN.

(Complete 9 to 12 Days)

"HAIKONG" ... Capt. W. O. Farnham ... FRIDAY, 24th Sept. at 9 P.M.
"HAIKONG" ... Capt. W. O. Farnham ... TUESDAY, 28th Sept. at 9 P.M.
Calling at Amoy for Passengers Only.

Arrivals and Departures from the Company's Wharf (near Rime & Co.).

For Freight and Passengers, apply to—

DOUGLAS, LAFRAIK & CO.
General Manager.

LOS ANGELES PACIFIC NAVIGATION COMPANY

TRANS-PACIFIC FREIGHT SERVICE

Operating the following U.S. Shipping Board steamers.

HONGKONG

LOS ANGELES, CALIFORNIA, U.S.A.

Use of Steamer ... (Cargo) ... (Passengers) ...
R.R. VINTA ... Oct. 10th ...
R.R. WEST-HITTON ... Nov. 1st ...
R.R. WEST-MONTGOMERY ... Dec. 1st ...

Through Bills of Lading to all U.S. and Canadian Overseas Ports in Transshipment on route. Shipside connections with the Salinas, Santa Fe and Southern Pacific Railroads.
Head Office: Los Angeles, Calif.
Branch Office: Kobe, Shanghai, Manila, Hongkong.

General Agent for South China
General Agent for South China

P. & O. - BRITISH INDIA

APCAR AND EASTERN &

AUSTRALIAN LINES

(COMPANIES Incorporated in ENGLAND)

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, Ceylon, INDIA, PERSIAN GULF, WEST INDIES,

MADAGASCAR, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING

NEW ZEALAND & QUEENSLAND PORTS, RED SEA,

EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

SS	Tons	From Hongkong (about)	Destination
"KHIVA"	4,600	15th Sept. D/Light	Marcellus, London & Antwerp
"NANKIN"	4,500	15th Oct.	Marcellus, London & Antwerp
"DUTERA"	4,400	15th Oct.	Marcellus, London & Antwerp
"KARIGAR"	4,300	15th Oct.	Marcellus, London & Antwerp
"ALPORE" (Cargo)	4,200	15th Oct.	Marcellus, London & Antwerp
"ROYAL"	4,100	15th Oct.	Marcellus, London & Antwerp
"KILLORE"	4,000	15th Oct.	Marcellus, London & Antwerp
"ROMA"	3,900	15th Oct.	Marcellus, London & Antwerp
"DEVANHA"	3,800	15th Oct.	Marcellus, London & Antwerp
"KILILA"	3,700	15th Oct.	Marcellus, London & Antwerp
"FLASSY"	3,600	15th Oct.	Marcellus, London & Antwerp

BRITISH INDIA-APCAR SAILINGS (South)

EASTERN & AUSTRALIAN SAILINGS (South)

SS	Tons	From Hongkong (about)	Destination
"KANOWA"	1,000	22nd Sept.	Sandakan, Thredley Island
"ST. ALBANS"	4,500	22nd Sept.	Sandakan, Thredley Island
"EASTERN"	4,000	22nd Sept.	Sandakan, Thredley Island

+ Omits Sandakan.

SAILINGS TO SHANGHAI & JAPAN

SS	Tons	From Hongkong (about)	Destination
"TORILLA"	5,200	2nd Oct.	Shanghai & Japan
"DUTERA"	4,400	2nd Oct.	Shanghai & Japan
"KARIGAR"	4,300	2nd Oct.	Shanghai & Japan

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS

Notice to Consignees. Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments reported of which they have received documents or advice. Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors. Claims must be presented within ten days of the receipt of the goods, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns. For further information, Freight Rates, Handbooks, etc., apply to MACKINNON, MACKENZIE & CO., Agents.

Notice to Consignees. Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments reported of which they have received documents or advice. Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors. Claims must be presented within ten days of the receipt of the goods, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns. For further information, Freight Rates, Handbooks, etc., apply to MACKINNON, MACKENZIE & CO., Agents.

MACKINNON, MACKENZIE & CO., Agents.

MACKINNON, MACKENZIE & CO., Agents.

MACKINNON, MACKENZIE & CO., Agents.

MACKINNON, MACKENZIE & CO., Agents.

MACKINNON, MACKENZIE & CO., Agents.

MACKINNON, MACKENZIE & CO., Agents.

MACKINNON, MACKENZIE & CO., Agents.

MACKINNON, MACKENZIE & CO., Agents.

MACKINNON, MACKENZIE & CO., Agents.

MACKINNON, MACKENZIE & CO., Agents.

MACKINNON, MACKENZIE & CO., Agents.

MACKINNON, MACKENZIE & CO., Agents.

MACKINNON, MACKENZIE & CO., Agents.

MACKINNON, MACKENZIE & CO., Agents.

MACKINNON, MACKENZIE & CO., Agents.

MACKINNON, MACKENZIE & CO., Agents.

MACKINNON, MACKENZIE & CO., Agents.

MACKINNON, MACKENZIE & CO., Agents.

MACKINNON, MACKENZIE & CO., Agents.

MACKINNON, MACKENZIE & CO., Agents.

MACKINNON, MACKENZIE & CO., Agents.

MACKINNON, MACKENZIE & CO., Agents.

MACKINNON, MACKENZIE & CO., Agents.

MACKINNON, MACKENZIE & CO., Agents.

MACKINNON, MACKENZIE & CO., Agents.

MACKINNON, MACKENZIE & CO., Agents.

MACKINNON, MACKENZIE & CO., Agents.

T. K. K. TOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

"THE PACIFIC OCEAN"

STEAMERS	TONS	LEAVE HONGKONG
KORUM-MARU	14,000	Sept. 20th
SHIRAKA-MARU	14,000	Oct. 12th
TENYO-MARU	14,000	Oct. 28th
SHIRAKA-MARU	14,000	Nov. 12th
KORUM-MARU	14,000	Dec. 2nd

SOUTH AMERICAN LINE

HONGKONG TO VALPARAISO

VIA JAPAN, HONOLULU, HILLO, SAN FRANCISCO, SAN PEDRO, SALIN,

ORU, BALBOA, CALLAO, MOLLEDO, ARICA & IQUIQUE.

THROUGH BY TRANS-AMERICAN ROUTE TO BUENOS AIRES.

STEAMERS	TONS	LEAVE HONGKONG
SHIRAKA-MARU	14,000	Nov. 9th
KORUM-MARU	14,000	Jan. 14th, 1922

For full information regarding passengers, freight and sailings, apply to—

Y. TSUTSUMI, Manager.

King's Building, Tel. Nos. 2374 & 2375.

Agents at Canton:

Messrs. T. E. GRIFFITH, LTD.

(35)

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DEPARTURE	SAILING DATE
SHANGHAI, KOREA & YOKOHAMA	"PORTHOUS"	On or about 4th Oct.

DESTINATION	STEAMER & DEPARTURE	SAILING DATE
MARSEILLES, via SINGAPORE, COLOMBO, SUEZ, PORT SAID	"PAUL LEGAT"	On or about 25th Sept.
	"ARMAND BEHIO"	On or about 10th Oct.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

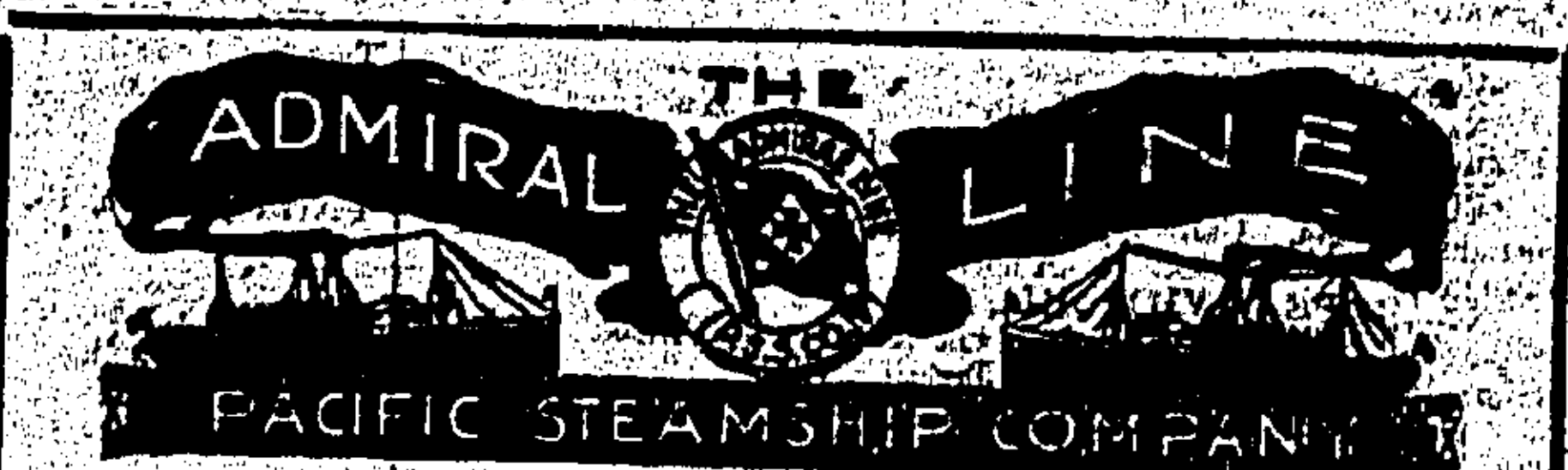
For full particulars regarding sailings, etc., apply to—

R. RODENFUSHER

Agent, Agent.

Queen's Building.

Telephone 740.



TRANS-PACIFIC FREIGHT SERVICE

Operating the following U.S. Shipping Board Steamers

For SEATTLE, TACOMA, VICTORIA, VANCOUVER

(Callings at Seattle and Tacoma)

"ICONIUM" ... About Oct. 6th.

For PORTLAND, direct.

(Callings at Seattle and Tacoma)

For SEATTLE.

Through Bills of Lading issued by Overland Ocean Route.

For Freight and Passengers apply to

THE ADMIRAL LINE.

Telephone 5477 & 5478. First Floor, Queen's Building.

PACIFIC MAIL S.S. CO.

U.S. MAIL LINE

Operating the new first-class steamers

"ECUADOR," "VENEZUELA" & "COLOMBIA"

HONGKONG TO SAN FRANCISCO

VIA SHANGHAI, KOREA, YOKOHAMA & HONOLULU.

THE SUNDAY BELT

The most comfortable route to America and Europe.

SAILINGS FROM HONGKONG AT NOON

U.S. SHIPPING BOARD VESSEL

For SAN FRANCISCO.

HONGKONG-CALCUTTA SERVICE

SS "JANE PAUL" ... Friday, September 24th, for Calcutta via Singapore, Penang and Rangoon.

Cargo accepted on through Bills of Lading to all ports in the United States and Canada, also through Bills of Lading to Baltimore, Havre, Oporto and London.

For further information apply to—

PACIFIC MAIL S.S. CO.

Local Managers

Office 3rd Floor, "SOLAR"

Telephone 141.

